



DEPARTMENT OF THE ARMY
NORFOLK DISTRICT, CORPS OF ENGINEERS
FORT NORFOLK, 803 FRONT STREET
NORFOLK, VIRGINIA 23510-1096

REPLY TO
ATTENTION OF

December 3, 1997

Planning Resources Branch

SEE LIST OF ADDRESSEES

Dear Sir or Madam:

Enclosed for your information are the final notes of the proceedings from the initial scoping meeting for the Navigation Management Plan for the Port of Hampton Roads conducted on October 23, 1997 at the Marriott Hotel in Norfolk. Draft notes were provided to attendees for their review and comment prior to finalizing the record of the meeting.

Most of you received previous correspondence announcing the initiation of the Navigation Management Plan and requesting identification and prioritization of problems, needs, concerns, and opportunities associated with the use and development of the Port. Also, many of you were asked to identify historical data sources which may be beneficial to reference in the report. Our current focus is to complete this portion of the plan, and we will be contacting some of you by telephone to obtain your input.

Following the identification and prioritization of problems and opportunities, we will evaluate the impacts of future actions that are planned for the Port. And further along in the development of the Plan, with your assistance, we will develop potential solutions to identified problems and formulate a long-range plan to facilitate the most efficient and effective future use and development of the Port. During the coming months, we plan to develop our Circle A stakeholder group to facilitate participation in development of the Plan and workshop meetings will be scheduled. Circle A stakeholders will act as the principal advisors and reviewers during the development and subsequent updates of the Plan.

Your comments on the scoping meeting proceedings and/or any other aspect of the Navigation Management Plan are encouraged. Please call Thomas J. Lochen, Study Manager, at (757) 441-7539 if you have questions. Your cooperation is appreciated.

Sincerely,

Robert H. Reardon, Jr.
Colonel, U.S. Army
District Engineer

Enclosure

**NAVIGATION MANAGEMENT PLAN FOR THE PORT OF
HAMPTON ROADS, VIRGINIA
SCOPING MEETING
OCTOBER 23, 1997
SUMMARY NOTES**

A scoping meeting was held at the Marriott Hotel in Norfolk on October 23, 1997. A list of attendees is attached. The meeting was opened with introductory remarks by Major Don Wilkerson, Deputy District Engineer, who then turned the proceedings over to the Study Manager, Tom Lochen, who gave an overview of the Plan approach. Attendees were then asked to express any concerns, problems, needs, and opportunities associated with the use and development of the Port. The following is a summary of the comments expressed at the meeting by subject matter.

Physical Scope of the Plan

1. John Mathews, Federal Marine (Richmond) Terminals, Inc., asked if the Plan would include the James River up to Richmond. Tom Lochen indicated that the Plan would include only the Port of Hampton Roads up to the vicinity of the James River Bridge.
2. Doug Scott, Naval Station Harbor Pilot, asked if the Navy's Yorktown facilities are included in the Plan. Tom Lochen indicated that the York River is outside the scope of this effort.

Deep Draft Anchorages

3. Rick Amory, Virginia Pilot Association, indicated a current need for a 50-foot-deep anchorage to compliment the existing 50-foot outbound channel and a future need for 55-foot-deep anchorages to compliment the 55-foot-deep channel when constructed.
4. Robert Pretlow, Corps of Engineers, indicated that the 50-foot-deep anchorage improvement is planned for construction in the near future depending on the availability of necessary Federal and local funding.
5. Paul Horsball, Moran Towing Company, asked the location of the new 50-foot anchorage. Mr. Pretlow indicated the location is just inside the Hampton Roads Bridge Tunnel in the vicinity of the Quarantine Anchorage.
6. David Host, T. Parker Host, Inc., suggested that additional access to U.S. Navy anchorages by commercial vessels would be beneficial.

Encl

7. Rick Amory stated that the Pilots have an excellent relationship with the Navy and Coast Guard regarding the use of Naval anchorages and indicated it would be beneficial if the Navy would be willing to give up one of their anchorages for full-time commercial use.
8. Doug Scott suggested that an invitation be extended to active duty Navy personnel on this effort to help resolve any potential conflicts between Navy and commercial users.

Deep Draft Channels

9. Rick Amory indicated the need for 55-foot deep channels in Hampton Roads and suggested that Pilots do not prefer split-level channels.
10. Jeff Keever, Hampton Roads Maritime Association, emphasized two priorities--the first is the need for a 50-foot-deep inbound channel to accommodate the new mega ships, and the second is the future need for a 55-foot-deep channel both inbound and outbound.
11. Paul Horsball referred to the recent Mega Ship Conference in July 1997 and the future need for deeper channels for coal colliers (55 feet). He indicated that the maximum draft for container ships is 45 feet.
12. Gerald Parks, Capes Shipping Agencies, stated that coal buyers in the Far East have indicated a need for deeper channels in Hampton Roads if the Port desires to maintain its competitive edge. Large ships are now topping off at Richard's Bay, South Africa.
13. Paul Horsball asked about the status of the Southern Branch 40-foot deepening project. Robert Pretlow indicated that it is currently in the Advanced Engineering and Design phase and discussions are currently underway with the Virginia Port Authority to determine how to best proceed with this effort.
14. Doug Scott expressed concern over the effect deep channels are having on the currents and depths in the vicinity of the Navy Base.
15. David Host expressed concern over the navigation problem experienced when larger vessels are transiting between Norfolk and Newport News due to the tight turn required at the area referred to as the "Triangle" adjacent to Carrier Pier 12.
16. Rick Amory indicated there is a current need to deepen the "Triangle Area" off Pier 12 to a depth of 50 feet to facilitate the turn of large vessels. Full widths are needed, if possible. The pilots may need to consider using tugs to make the turn. In addition, the pilots have asked the Coast Guard for assistance in transiting the wrong side of the channel (the outbound side) since it is deeper.

Other Comments

17. Tom Mero, National Oceanic and Atmospheric Administration, stated that the Management Plan should include environmental measures and requirements.
18. Doug Scott asked about the long-term use of Craney Island Dredged Material Management Area. Tom Lochen indicated that, through intensive management efforts, it is estimated that the useful life can be extended to the year 2050.
19. Camelia Ravanbakht, Hampton Roads Planning District Commission, indicated that HRPDC is currently conducting an intermodal management study and asked if the Navigation Management Plan would address intermodal problems such as the coordination of river and bridge traffic. Tom Lochen indicated that the Plan would consider intermodal conflicts that impact navigation.
20. Bob Merhige, Virginia Port Authority, in response to question from Doug Scott, stated that the Transportation Committee has established the alignment for the new Hampton Roads crossing which would extend from the Peninsula to Craney Island and then across the Elizabeth River between Norfolk International Terminals and the Navy Base. He indicated that this alignment needs to be coordinated with the Corps of Engineers in view of potential impacts on Craney Island.
21. Rick Amory discussed the possible advantages of suspension bridges over tunnels since tunnels limit channel depths.
22. Tom Lochen stated that the Corps' immediate future efforts will be directed at making sure that all of the relevant concerns, needs, problems, and opportunities have been identified; that your future plans have been included; and that all appropriate historical record sources for reference in the Plan have been located. In this connection, we will be contacting many of you during the next few months for assistance.

Navigation Management Plan

SCOPING MEETING

October 23, 1997

Name	Organization	Phone Number
Tom Lochen	Corps of Engineers	(757) 441-7539
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Scott Kohler	United States Customs	757-445-2161 x258
L FRANK MACH	U.S. DEPT MARITIME ADMINISTRATION	757-441-6713
Will Davenport	NOFOLK STATE UNIV School of Business	757 683-2193

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Name	Organization	Phone Number
Tom Lochen	Corps of Engineers	(757) 441-7539
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